

**REMARKS**

The above amendment with the following remarks is submitted to be fully responsive to the Office Action of July 27, 2005. Reconsideration of this application in light of the amendment, and the allowance of the application are respectfully requested.

Claims 1, 2, and 4-13 were pending in the present application prior to the above amendment. In response to the Office Action, claims 1, 8, 9, and 13 have been amended. Therefore, claims 1, 2, and 4-13 are still pending in the present application and are believed to be in proper condition for allowance.

Initially, the Applicants acknowledge with appreciation, Examiners King and Siconolfi's cooperation in conducting a personal interview with the undersigned Applicants' representative on October 6, 2005. During the interview, the details of the present invention, as well as the Office Action and the cited prior art references, were discussed in detail. As explained during the interview, an important distinction between the present invention and the cited references is that the present invention calculates a target pressure, wherein the target pressure is higher during throttle-off modes than during throttle-on modes. The Examiner's interpretation of the cited prior art references and their relevance to the pending claims were also discussed in detail.

Referring now to the Office Action, claims 1, 2, 8, 12, and 13 were rejected under 35 U.S.C. 102(e) as being anticipated by Eslinger. The Examiner asserts that Eslinger discloses all of the limitations of the rejected claims, including a target means that calculates a target pressure, and an output that is responsive to the target means, where the target pressure is higher during throttle-off modes than throttle-on modes. As discussed during the personal interview, the Applicants respectfully disagree in that the present invention makes calculations in real time so that the target pressure is higher during throttle-off modes. The present invention also provides a control system that is adapted to change the target pressures the vehicle's real time operating state, for example, to set a higher target pressure than normal target pressure for the reservoir during a throttle-off mode. In contrast, as explained in the previously submitted Amendment in response to the prior Office Action and as discussed during the interview, Eslinger merely discloses a system that utilizes predetermined pressure values which are set limits for the reservoir.

09/12/2005  
Siconolfi